

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

RTIP ID# <i>(required)</i>				
RIV011212				
TCWG Consideration Date				
November 25, 2008				
Project Description <i>(clearly describe project)</i>				
<p>The project will include pavement rehabilitation, restriping, construction of concrete sidewalks, curb and gutters, retaining walls, traffic signal interconnect cable, and minor traffic signal upgrades and synchronization. It will also include a limited addition and completion of street widening from 4 to 6 lanes. Roadway widening will occur on the north side of Ramon Road just east of Neuma Drive for a length of about 700 feet (0.13 miles) and will result in this sliver shaped segment of the roadway achieving an ultimate width no less than 43 feet across. Other improvements may include, drainage improvements and appurtenant work.</p>				
Type of Project <i>(use Table 1 on instruction sheet)</i>				
Change to existing regionally significant street				
County	Narrative Location/Route & Postmiles			
RIV	Ramon Road east of Date Palm Drive to East City Limits (plus temporary traffic control 1,500 feet east of Da Vall Road). Caltrans Projects – EA# 08-924874			
Lead Agency: Caltrans				
Contact Person	Phone#	Fax#	Email	
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Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 PM10 X				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
X	Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction
Other				
Scheduled Date of Federal Action: December 2008				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
Exempt		Section 6004 – Categorical Exemption	X Section 6005 – Non- Categorical Exemption	
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	2/9/2005	10/15/2008	10/15/2008	10/15/2009
End	12/15/2008	02/15/2009	6/15/2009	6/15/2010

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The project will improve roadway conditions, increase safety for vehicle movements, pedestrians, and cyclists, and enhance traffic flows. The project will include limited widening that will achieve Ramon Road's ultimate width per the City's General Plan along this segment of roadway. The Project will consist of constructing six raised medians to close existing gaps and limit turning maneuvers to specified locations, which will enhance safety and reduce the likelihood of collisions. Traffic controllers and signals will be upgraded to accommodate existing and future traffic conditions. At the intersection of Ramon Road and Date Palm Drive, the eastbound right turn lane will be converted into a shared through lane and right turn lane. The principle goal of the Project will be to repave or resurface existing cracked or damaged segments of the roadway. In addition, surface drainage will be improved where feasible. Finally, the roadway improvement project will result in the development of a fairly contiguous American Disabilities Act (ADA) compliant sidewalk, and enhance existing curbs and ramps along the said segment of Ramon Road per ADA current standards, thereby providing a safe and accessible pathway for pedestrians and limited mobility persons.

The proposed project is consistent with the regional transportation plan developed in cooperation with the Coachella valley Association of Governments (CVAG) and the Southern California Association of Governments (SCAG).

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The project is located primarily within the Ramon Road roadway right-of-way, in a mostly built out urban environment, including commercial retail, RV resorts, residential, and a private mortuary. Future development will include limited additional residential and commercial uses. Future diesel traffic is expected to be essentially limited to today's levels; no industrial or service commercial uses occur in the project vicinity and that will benefit from this project. The subject improvements will enhance vehicle mobility along this roadway and should result in lower per mile emissions for all vehicle traffic, including diesel-fueled vehicles.

North: General Commercial, Neighborhood Commercial, Residential, Business Park, and Cemetery
South: General Commercial and Resort Residential

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Project buildout will occur in 2009. In 2007, this roadway operated at LOS A east of Date Palm with 29,682 ADT, and LOS A west of Da Vall Drive with 27,060 ADT. The subject roadway segment is projected to operate at LOS A subsequent to project completion with no increase in daily trips expected. The existing percentage mix of heavy trucks (<1%) and medium trucks (~2%) is expected to be representative of the future vehicle mix.

Note that opening year build and no build AADT are expected to be the same. The very limited widening of a portion of the roadway is intended to buildout the roadway to its General Plan classification and will provide for a more coherent and safe travel corridor. Currently, there is excess capacity on the roadway and development of the project will not result in additional trips. Also see excerpted pages (34 and 75) from the Traffic Study, attached.

Source: "Ramon Road Corridor Traffic Operations and Circulation Study", prepared by ADVANTEC Consulting Engineers, April 2007.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The horizon or design year is the General Plan buildout year of 2025. At General Plan buildout, the subject roadway segment is expected to operate at LOS C east of Date Palm Drive and LOS A west of Da Vall Drive. The existing percentage mix of heavy trucks (<1%) and medium trucks (~2%) is expected to be representative of future vehicle mix.

Source: "Ramon Road Corridor Traffic Operations and Circulation Study", prepared by ADVANTEC Consulting Engineers. April 2007.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Opening year is 2009. No major intersection geometrics are affected by the proposed project, which will include completion of raised median islands and result in restricted access and limited turning movements from adjoining local streets. At the two major Ramon Road intersections (with Date Palm Drive and Da Vall Drive) one lane will be re-striped but no other changes in intersection geometrics will occur. There will be minor improvements to operations at Ramon Road west-bound through-lanes at Date Palm Drive.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Design year is 2025 (General Plan buildout). No major intersection geometrics are affected by the proposed project, which will include completion of raised median islands and result in restricted access and limited turning movements from adjoining local streets. At the two major Ramon Road intersections (with Date Palm Drive and Da Vall Drive) one lane will be re-striped but no other changes in intersection geometrics will occur. There will be minor improvements to operations at Ramon Road west-bound through-lanes at Date Palm Drive

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

The proposed project will result in an enhancement of an important regional roadway, which connects the communities of Palm Springs, Cathedral City and Rancho Mirage with one another and to US Interstate-10. While the project will not result in the redistribution of traffic, it will reduce existing and future roadway congestion and facilitate all vehicular movement along this corridor.

Comments/Explanation/Details *(attach additional sheets as necessary)*

The subject Ramon Road Improvement Project will provide improved roadbeds, raised median islands and limited (0.13 acres) of roadway widening. It will result in the buildout of the subject roadway segment in accordance with the City General Plan.

It should be noted that the subject roadway improvement project would appear to qualify for an exemption except for the inclusion of a limited 0.13 acre gap closure, which completes a 700-foot segment of the third travel lane and is otherwise constructed along the balance of the one mile long project.

Please also see the attached pages for reference. These include the following:

- Exhibits A (Land Use) and 1-4 (Roadwork)
 - Land Use Plan for Cathedral City
 - Engineering Schematics 1 through 4
- Pages 34 and 75 from the ADVANTEC Traffic Report prepared in April of 2007